SPACE CENTER
Roundup
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jsc2003e54128 Photo by Bill Stafford

In This Issue

Seeking solutions

The KC-135 aircraft provided a microgravity environment for rehearsing spacewalk activity tasks for repairing damaged Shuttle tiles. Here, Astronaut Scott Parazynski injects the cure-in-place ablator into a damaged section of thermal tiles.

For more information about Johnson Space Center's role in NASA's Return to Flight Implementation Plan, please see pages 4-5.

From the desk of Lt. Gen. Jefferson D. Howell Jr.

Director's Message

Finding happiness

As we approach the end of October, the date Nov. 10 starts preying on my mind. To most folks that date is of little significance, but for Marines it's a big deal: It's the birthday of our beloved Corps. On or near that date all over the world, no matter where they are – in bases, embassies, big-city hotels, ships or even foxholes – Marines dressed in their best will take time out to cut a birthday cake with a Marmaluke sword, recognize the youngest and oldest Marines present and read a message written in the 1920s by Gen. John H. Lejeune who was then their Commandant. If the situation permits, they will also celebrate with great vigor!

Why do Marines love their Corps? Why do they put up with low pay, grueling training and long separations from family, and still reenlist for more? Why are they willing to face death and give their lives to help their buddies? Why is their motto "Semper Fidelis" (Always Faithful) so sacred to them? My answer to these questions: Because being Marines makes them happy.

In his book *If Aristotle Ran General Motors*, Tom Morris states that the compelling motivation of all people is their desire for happiness. While many of us equate happiness with a combination of wealth, fame, power and the pleasure we can derive from possessing them, Morris concludes that the real key to happiness is "PARTICIPATION IN SOMETHING FULFILLING."

What is a fulfilling activity? It takes Morris an entire book to answer this question, but simply stated, a fulfilling activity is one that satisfies the four dimensions of human experience:

1) The intellectual dimension, which aims at truth.

2) The aesthetic dimension, which aims at beauty.

3) The moral dimension, which aims at goodness.

4) The spiritual dimension, which aims at unity.

I doubt that any of us will become rich or famous or powerful because of our activities here at Johnson Space Center. However, we do have the satisfaction of being part of a noble endeavor that is unique in history. A noble endeavor that is incredibly challenging, that embodies great risks and that requires us to be the bearers of truth no matter how unpopular that might make us. A noble endeavor that requires us to use our very best talents and to pull together in unity to get the job done. A noble endeavor that will culminate in an instrument of majestic beauty that will contribute to the betterment of humankind.

Being part of this noble endeavor makes me very happy! I hope you feel the same.

Beak sends…

APPEARING THIS MONTH IN OUR

Guest Space

Col. James Halsell
Lead of the Space Shuttle Return to Flight Planning Team

With the release of the first iteration of the NASA Implementation Plan, we have reached a milestone in our Return to Flight efforts: we are moving forward from planning to action. We now know where we need to go and how we can get there.

The Implementation Plan is the way that we will communicate to the rest of the world about how we're going to return to flight. It will also be a way for us to gauge our own progress. Copies of the Implementation Plan can be found online at http://www.nasa.gov/news/highlights/returntoflight.html.

Our Return to Flight Plan has two key elements: technical and human. The first part focuses on engineering and technical improvements, while the second part focuses on the NASA culture, management and decision-making. Some of these actions are called for in the *Columbia* Accident Investigation Board's report; others respond to needs that we have identified internally to "raise the bar." When we launch the Space Shuttle again, we will not only have met all of the CAIB Return to Flight requirements, we will have gone beyond them.

Many people throughout NASA have been working on parts of the technical areas of the Plan for a long time, and we added a number of new elements after the final CAIB report was released. Most of the new areas deal with the critical issues of management and culture, things that are harder for NASA to address. Because we are only now beginning to address these complex issues, our plans will evolve over the next several months as we prepare to Return to Flight. As we move forward, we will be working together to ensure that our management, culture and decision-making skills are on par with our technical expertise.

Some of the key themes on which we are focusing in each area are:

Improving the NASA culture
- Strengthening engineering and safety support
- Improving communication and decision-making
- Strengthening the Shuttle management organization
- Managing the Shuttle as a developmental vehicle
- Enhancing our benchmarking with other high-risk organizations
- Expanding technical and cultural training for mission managers

Returning safely to flight
- Eliminating critical ascent debris
- Improving our ability to assess vehicle condition and operational status
- Providing the capability to repair the thermal protection system on orbit
- Enhancing crew safety by developing procedures for keeping the Shuttle crew on the International Space Station if they can't return safely to Earth and by applying lessons learned to improve crew survivability

Enhancing our technical excellence
- Hardening the Shuttle against minor damage
- Improving vehicle processing
- Extending the Shuttle's life
- Addressing the risk of public overflight
- Improving the Certification of Flight Readiness process

As this list demonstrates, the work that we are doing goes beyond the Space Shuttle Program and Johnson Space Center, touching all areas of NASA. This NASA-wide effort is building new bridges among different centers and programs as we work together to Return to Flight. We still have hard work ahead of us to ensure that the changes we identify are implemented and institutionalized throughout the Agency. But with the talent, experience, hard work and dedication of all of NASA and our contractors, we can and will accomplish our shared goal of flying safely again.

As we move forward, we need to remember that the Implementation Plan is going to change as we learn more and work more on the issues that we, and the CAIB, have identified. There are no shortcuts; we have to consider all of the options for each challenge, both technical and human, and go through the process of finding the best solution. I am confident that we will; and when we do, we will know that we have honored the legacy of the *Columbia* and her crew.

Employees encouraged to use JSC Lessons Learned Database

The Johnson Space Center Lessons Learned Database (LLDB) is active and ready for new lessons to be recorded. The site can be accessed from the JSC homepage or directly at http://iss-www.jsc.nasa.gov/ss/issapt/lldb/. This has been a challenging year with some projects ending and new projects emerging. Passing along past experiences can be a great help to those charged with these new programs and projects. All employees are encouraged to document their experiences in the LLDB.

For more details on using the LLDB, visit JSC Features at www.jsc.nasa.gov/jscfeatures.

An attitude of gratitude

Combined Federal Campaign gives employees a chance to make a difference

By Melissa Davis

FOR EIGHT MONTHS, the NASA Johnson Space Center family has experienced an outpouring of community support in response to the *Columbia* tragedy. Now, employees have a chance to say "thank" you in a big way through the JSC Combined Federal Campaign (CFC).

The CFC is an annual fund-raising drive conducted by federal employees in their workplace each fall. Each year federal employees and military personnel raise millions of dollars through the CFC that benefit thousands of nonprofit charities.

The JSC CFC, which is the second-largest CFC in the Texas Gulf Coast Region, runs Oct. 14 through Nov. 14. This year's goal is $580,000.

The theme for the CFC is "What Makes America Great." The NASA family has benefited from much of that greatness following the *Columbia* tragedy, said Truda Furr, Human Resources Specialist and CFC Chairperson.

"When you consider your level of giving, please reflect on how the many charities and local communities gathered to help our NASA people in our time of need after Feb. 1," she said. "Many of us saw firsthand the generous people that came together to support us. The stories are too numerous to share all of them."

In addition to returning the support NASA received from a number of service agencies during the *Columbia* tragedy, employees never know when they will need such agencies for personal reasons.

"Why should we give? That is an often-asked question at Combined Federal Campaign time," Deputy Center Director Randy Stone said. "The answer is simple: we are blessed with good jobs and it is the right thing to do. Most of us will never need any of the services funded by the CFC, but someday you might, and you will be glad you were generous."

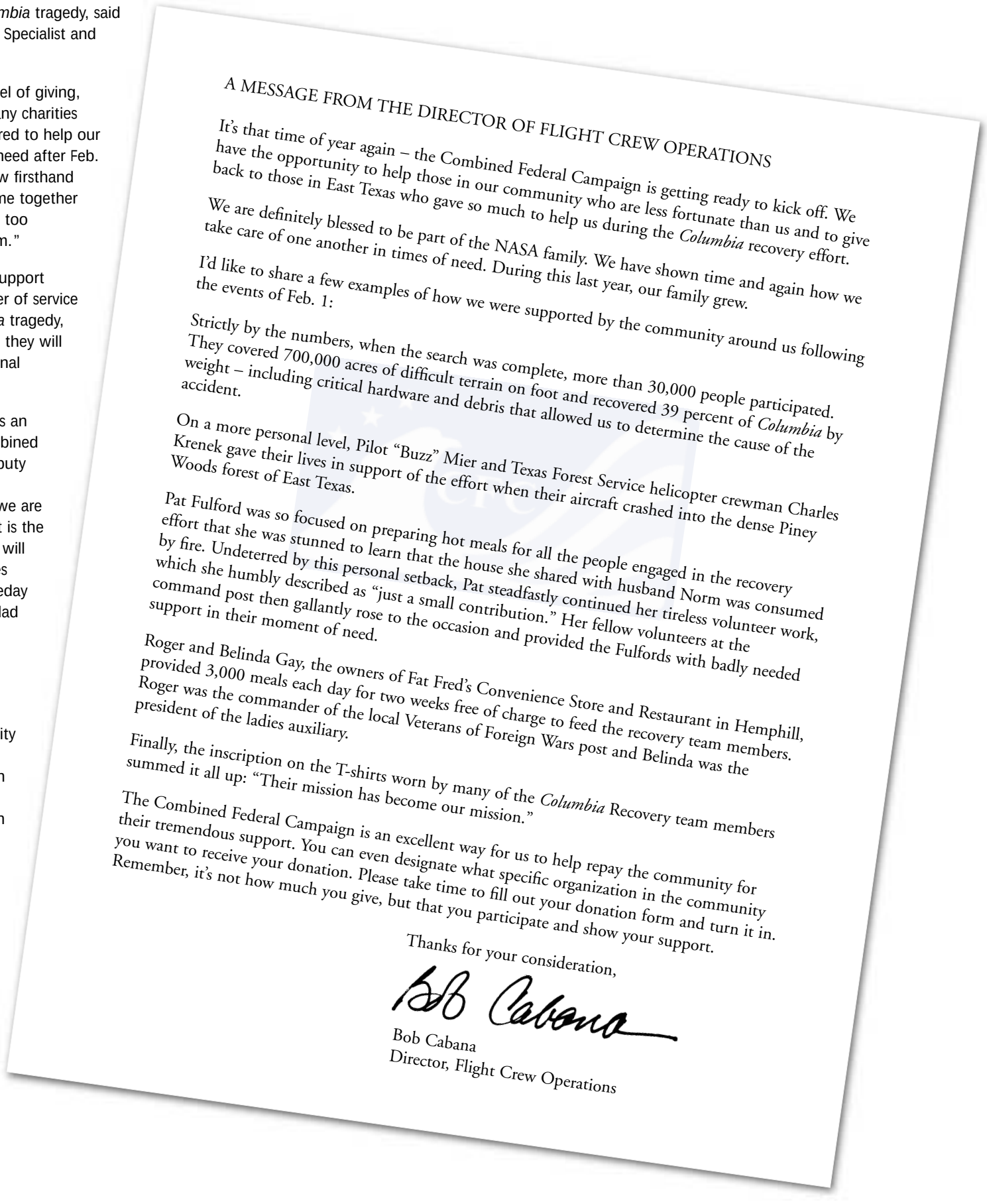
The CFC is a designation campaign, which means a person can designate a donation to one specific charity or as many as five different charities. There are more than 1,800 local, national and international charities listed in the CFC Agency Guide.

"I encourage each of you to examine the many ways you can make a difference in the lives of those around you, your community and your country," said Lt. Gen. Jefferson D. Howell, Jr., JSC Center Director. "With your ongoing support, I am confident that together we can continue to make a difference by giving generously to this year's Combined Federal Campaign."

Furr pointed out that, if every donor who contributed to the CFC in 2002 contributed an additional $2 per week, the CFC would generate an additional $1.1 million for charity.

"It's time we give back to the communities and charities that supported us," she said. "So please, when your canvasser comes by your office, generously support this year's Combined Federal Campaign."

Please visit http://jscpeople.jsc.nasa.gov/cfc/ for more information about JSC's CFC.



A MESSAGE FROM THE DIRECTOR OF FLIGHT CREW OPERATIONS

It's that time of year again – the Combined Federal Campaign is getting ready to kick off. We have the opportunity to help those in our community who are less fortunate than us and to give back to those in East Texas who gave so much to help us during the *Columbia* recovery effort.

We are definitely blessed to be part of the NASA family. We have shown time and again how we take care of one another in times of need. During this last year, our family grew.

I'd like to share a few examples of how we were supported by the community around us following the events of Feb. 1:

Strictly by the numbers, when the search was complete, more than 30,000 people participated. They covered 700,000 acres of difficult terrain on foot and recovered 39 percent of *Columbia* by weight – including critical hardware and debris that allowed us to determine the cause of the accident.

On a more personal level, Pilot "Buzz" Mier and Texas Forest Service helicopter crewman Charles Krenek gave their lives in support of the effort when their aircraft crashed into the dense Piney Woods forest of East Texas.

Pat Fulford was so focused on preparing hot meals for all the people engaged in the recovery effort that she was stunned to learn that the house she shared with husband Norm was consumed by fire. Undeterred by this personal setback, Pat steadfastly continued her tireless volunteer work, which she humbly described as "just a small contribution." Her fellow volunteers at the command post then gallantly rose to the occasion and provided the Fulfords with badly needed support in their moment of need.

Roger and Belinda Gay, the owners of Fat Fred's Convenience Store and Restaurant in Hemphill, provided 3,000 meals each day for two weeks free of charge to feed the recovery team members. Roger was the commander of the local Veterans of Foreign Wars post and Belinda was the president of the ladies auxiliary.

Finally, the inscription on the T-shirts worn by many of the *Columbia* Recovery team members summed it all up: "Their mission has become our mission."

The Combined Federal Campaign is an excellent way for us to help repay the community for their tremendous support. You can even designate what specific organization in the community you want to receive your donation. Please take time to fill out your donation form and turn it in. Remember, it's not how much you give, but that you participate and show your support.

Thanks for your consideration,

Bob Cabana

Bob Cabana
Director, Flight Crew Operations

Return to Flight Implementation Plan introduced

By Eldora Valentine and Kendra Ceule

In early September, NASA released its Return to Flight Implementation Plan, which serves as the Agency's blueprint for implementing the recommendations of the *Columbia* Accident Investigation Board. Frequently described as a "living document," the Implementation Plan will be updated periodically to reflect new progress and knowledge.

In the upcoming months, the *Roundup* will highlight sections of the Implementation Plan and what Johnson Space Center is doing to get the Shuttles flying again. Our series begins with a story on the Thermal Protection System (TPS) of the orbiters and the possibilities for on-orbit TPS repairs.

Andre Sylvester, lead for Future Inspection and Access Options, briefs the media at the Return to Flight Tile Repair Briefing in JSC's Space Environment Simulation Laboratory.

jsc2003e57022 Photo by James Blair

NASA Administrator Sean O'Keefe and JSC Director Jefferson D. Howell, Jr., watch Astronaut Scott Parazynski demonstrate the use of spacewalking tools during Return to Flight Implementation Task Group Activities at JSC's Space Environment Simulation Laboratory.

jsc2003e57173 Photo by James Blair

Onboard a KC-135 aircraft, a team rehearses possible spacewalking techniques for repairing damaged Shuttle tiles.

jsc2003e52825 Photo by David DeHoyos

JSC leads the way in developing a Thermal Protection System repair process

An orange-colored "goop" could be the tile-repair solution that Shuttle engineers have been looking for.

The material, called MA-25S, is "showing promise in testing," said Paul Hill, STS-114 Lead Flight Director. Hill spoke on the topic during a Sept. 16 briefing on Thermal Protection System (TPS) repair efforts. The briefing was part of the Return to Flight Media Workshop held at Johnson Space Center.

If the sticky, silicon-based material were ever used to repair Shuttle tiles on orbit, astronauts would apply it with a device like a caulk gun and then smooth it out to reduce turbulence. However, the experts reiterated that the best line of defense against debris damage is to prevent it in the first place.

"The expectation is that we won't be repairing," Hill said. "But what you're hearing from me is that we're going to pound this flat and understand how to do it, and we will be ready to do it."

Hill was joined at the briefing by Steve Poulos, Space Shuttle Vehicle Engineering Office Manager; Fred Ouellette, Space Shuttle Vehicle Engineering Office Assistant Manager and Jose Hernandez, Aerospace Engineer, Structural Engineering Division. The panel outlined five levels of crew and orbiter protection that NASA is striving for:

- Eliminate or greatly minimize debris sources
- Develop and improve NASA's ability to inspect the orbiter for damage on orbit
- Define the impact tolerance of the TPS
- Develop TPS repair capabilities
- Evaluate the International Space Station for crew contingency options

While MA-25S is a standout possibility for repairing tile, there is currently no such frontrunner for the other part of TPS: the reinforced carbon-carbon (RCC) panels. The U-shaped RCC panels line the leading edge of Shuttle wings, giving them their aerodynamic shape and protecting the inside of the wing during reentry. A hole in one of these panels was determined to be the cause of the STS-107 accident.

"It's a challenge," said Bradley Files, Materials Engineer at JSC. "In May we started looking at ways to find a suitable plug to patch a hole" in RCC panels, he said. Files was on hand during a demonstration of potential TPS repair techniques for the media on Sept. 17.

One possible RCC repair method involves an "umbrella" device that would allow a patch to be inserted through a small hole and mechanically anchored to a damaged panel. Such an umbrella would be pushed through the hole, tightened with a bolt and backfilled with a heat-resistant caulk. Engineers are still looking at other materials and methods that could be used for larger damaged areas as well.

While RCC repair is still in the early stages of development, JSC experts remain optimistic about achieving a workable solution.

"While we haven't finished the RCC repair yet, we are seeing some things that are positive," Hill said. "Some of these things that we're doing, we didn't think were possible in February."

Q&A

How would astronauts get to the damage site to do repairs?

The first part of any on-orbit TPS repair is getting the astronaut to the site of the damage. While docked to the International Space Station, this would be a two-part task.

Part one would involve using the Shuttle's robot arm to grapple the Station and maneuver the vehicle into position. Then, astronauts would "use the ISS arm to 'cherry-pick' the EVA (or spacewalking) astronaut to various parts of the orbiter," Paul Hill, STS-114 Lead Flight Director, said. However, this method would not be a permanent solution because it would not be physically possible after the Station's Japanese Kibo module is attached.

For repairs away from the Space Station, Hill said, the crew would use a "boom" extension on the Shuttle's robot arm – currently under development – to carry an astronaut to the repair site.

When asked why the Simplified Aid for EVA Rescue (SAFER) could not be used for this task, Hill explained that while SAFER could carry an astronaut to the repair site for an up-close inspection, it would not function as an immobile workstation. Before making repairs, the spacewalking astronaut would need to be secured to the bottom of the vehicle – otherwise, "you'd be bouncing off, rotating up and generally causing more damage than you're repairing," he said.

Methods to secure a free-floating astronaut were investigated but shown to be more complex than using a boom/Shuttle-arm system.

How would astronauts repair damaged tiles?

One method researchers are using for tile-repair testing is called the "Under-fill Technique." This technique would work as follows:

- **First, the area of the damaged site is measured. A depth gauge is used to get a sense of the volume of repair needed.**
- **The dabbing of a sticky foam brush inside the cavity absorbs broken tile dust and prepares the surface for the silicon material.**
- **The silicon material, applied with a large device similar to a caulk gun, patches the hole.**
- **The astronaut uses a foam roller or foam brush to flatten peaks and high spots on the surface of the repair. After curing for 24 hours, the ablative goop will have hardened enough to protect the Shuttle during reentry.**

Astronauts including Scott Parazynski have been practicing the technique in the lab and aboard the KC-135, but he is eager to try it out in space. "It's going to be a challenging task," he said. "You have to be patient and precise to do this. This is an art form into itself. "

Parazynski said he thinks "the operation is coming together well. We have a talented team of engineers," he said. "But we still have work to do."

Extravehicular Activities (EVA) Operations Engineer Dina Barclay, right, participates in a suited evaluation of tile repair techniques in JSC's Space Environment Simulation Laboratory. EVA Operations Engineer Dana Weigel, left, conducts the evaluation and EVA Tools Engineer Lora Bailey assists.

jsc2003e48795 Photo by Robert Markowitz

Safety is a ‘One NASA’ endeavor

By Manny Skora
Langley Research Center

The investigation of the *Columbia* tragedy revealed the need for NASA to improve its ability to verify engineering and safety standards; share technical information, practices and talent; and independently assess the ability to achieve mission success.

To this end, Administrator Sean O’Keefe in July announced the establishment of the NASA Engineering and Safety Center (NESC). As chartered, the NESC will provide independent technical expertise to evaluate problems and supplement safety and engineering activities for Agency programs and projects.

That’s a big order. It’s also a stimulating One NASA opportunity.

“The NESC will draw on the engineering talents of the best minds across the Agency’s 10 field centers,” Langley Director Roy D. Bridges, Jr., said.

Administrator O’Keefe has tasked Bridges with the development and start-up of the NESC.

“Roy’s experience as an aviator and Shuttle pilot and his intimate knowledge of the intricate Shuttle system and other advanced aerospace systems make him the right person to lead this critical initiative,” said O’Keefe.

The NESC will take policy direction from Bryan O’Connor, Associate Administrator for the Office of Safety and Mission Assurance.

“In addition to NASA expertise, the NESC will also tap the nation’s top experts in industry, Department of Defense, national laboratories and universities,” O’Connor said. “We have a responsibility to make our programs as safe and reliable as we know how. The NESC enables us to more completely fulfill our commitments for assessing risk and making better risk-acceptance decisions.”

What the NESC is and is not

The NESC will provide centralized management of independent engineering assessment. NESC experts will use state-of-the-art tools and methods and will have the benefit of adequate funding to perform truly independent assessments and trend analysis. Because NASA will fund the NESC at the corporate level, an unprecedented level of independence will exist.

The NESC does not relieve program managers from their responsibility for safety. Instead, NESC initiatives will complement the engineering and safety efforts of programs and centers. The NESC’s credibility and its independent chain of command will assure consideration of all points of view on complex technical issues.

It’s a tremendous responsibility but a stimulating opportunity.

How can you help?

The NESC will be based at the Langley Research Center in Hampton, Va., and will have a management office consisting of approximately 30-40 full-time employees.

Another 30-50 senior engineering and safety experts will be located at the centers but assigned full-time to the NESC. This workforce will be supplemented through partnerships with external organizations.

Finally, “ready-experts” at each field center will be a vital part of the team. From across the Agency, 150-200 experts in a variety of technical specialties will be called upon for peer review and critique of flight rationale, mission requirements, testing, trending, lessons learned and the like.

Bridges has chosen Ralph Roe as his special assistant to develop the NESC’s implementation plan. Roe, the former manager of the Space Shuttle Vehicle Engineering Office at Johnson Space Center, will assist in the development of new Agency safety initiatives.

“It’s a tremendous responsibility but a stimulating opportunity,” said Roe. “While the NESC is one of several initiatives in returning the Shuttle to safe flight, its broader objectives include strengthening and expanding the Agency’s safety, mission assurance and engineering disciplines for major NASA programs. The NESC is a One NASA effort that will involve all NASA facilities and the top technical experts in NASA and our partner institutions.”

What do you have to offer the NESC?

The NESC is currently seeking the Agency’s best talent to be a part of this important NASA endeavor. If you are intrigued by this career opportunity, visit http://nesc.nasa.gov

Langley Director Roy D. Bridges, Jr., has been charged with the development and start-up of the NASA Engineering and Safety Center. Bridges counts this Agencywide initiative as his first priority.

NESC3 Courtesy of NASA Langley Research Center

Bridges (right) selected Ralph Roe, formerly with JSC’s Space Shuttle Vehicle Engineering Office, as his special assistant to manage the implementation of the NASA Engineering and Safety Center.

NESC4 Courtesy of NASA Langley Research Center

NASA's Corporate College Recruitment Initiative seeks to replenish workforce

By Julie Burt

In five years, 25 percent of NASA's technical team will be eligible for retirement. That's approximately 2,850 scientists and engineers.

Now is not only the time to inspire the next generation of explorers, it is time to put them to work. With this premise, NASA began its Corporate College Recruitment Initiative this fall.

The Agency is visiting colleges and universities that meet the following profile:

- Large population of students studying in critical "at-risk" competency areas
- Schools receiving NASA research and grant money
- Schools listed among the top 10 in science and engineering as reported by U.S. News & World Report's 2003 edition
- Schools designated by the Department of Education as Minority-Serving Institutions

JSC's at-risk competencies are:

Systems Engineering
Mission Assurance
Design and Development Engineering
Business Management
Mission Execution

At-risk competencies at other NASA centers are:

Testing Engineering
Human Factors
Nuclear Engineering
Integration Engineering
Quality Engineering and Assurance

Lead centers sponsor a one- or two-day campaign at targeted colleges and universities. The purpose is threefold: awareness, relationship building and hiring.

A coordinated effort among Johnson Space Center's Office of Education, Office of Equal Opportunity and Diversity Management Programs and Office of Human Resources will accomplish many tasks:

- Meeting with faculty to raise awareness of the opportunities NASA offers for research
- Visiting with student organizations and campus officials to identify ways to increase minority, women and individuals with disabilities' interest in NASA
- Informing students of education and employment opportunities

These events serve to create a larger, more diverse applicant pool while furthering partnerships NASA has with these schools in the form of funded research and grant money.

Teams are on hand to help a faculty member who wants to do NASA-funded research, a student who wants to do an experiment on the KC-135 or a student who is entering a technical field and wants to be a cooperative education student or work for NASA right out of school.

These teams are made up of human resources personnel, technical experts and equal-opportunity representatives. They can answer questions and get the interested person pointed in the right direction.

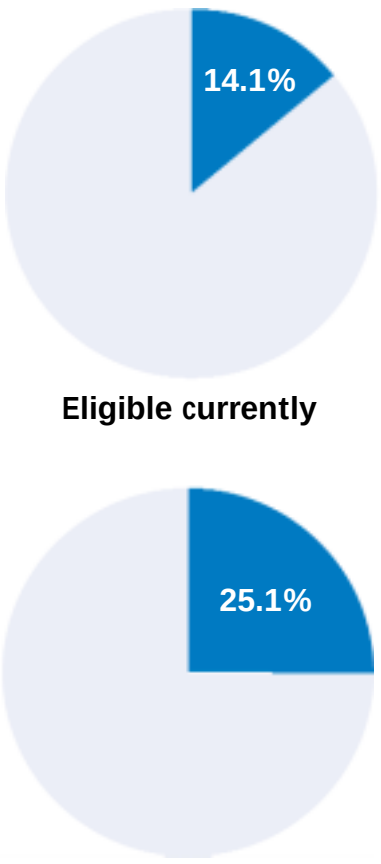
NASA Headquarters is providing 150 slots this year for fresh-outs hired during the Corporate College Recruitment Initiative. They must be graduating in majors that support the areas that have been identified as at-risk because of predicted attrition and retirement rates. Hiring will be through the Federal Intern Program on two-year excepted appointments and will be eligible for noncompetitive conversion upon completion of the initial appointment.

JSC was the lead center for visits to the Massachusetts Institute of Technology and Pennsylvania State University. JSC also participated in corporate events at Northwestern University, the University of Puerto Rico and Clark Atlanta University.

A trip to the University of Texas-El Paso is scheduled for November. This event will combine a visit with New Mexico State University, the University of Texas at Brownsville and New Mexico Highlands. Another potential visit will be at Texas Southern University in Houston in the coming months. These visits are in addition to the regularly scheduled college recruiting that occurs every semester.

For more information about JSC's involvement or general questions about the Corporate College Recruitment Initiative, contact Bob Musgrove at Robert.P.Musgrove@nasa.gov or (281) 483-3065, or Anne Roemer at Anne.E.Roemer@nasa.gov or (281) 483-2929.

In the meantime, watch for new faces on-site and help welcome the next generation of NASA employees.



Currently, 14.1 percent of NASA's scientists and engineers are eligible for retirement. By Fiscal Year 2008, that number jumps to 25.1 percent. Because of this, the Agency is increasing its recruitment efforts.

The following are institutions that NASA will visit as part of the Corporate College Recruitment Initiative:

MINORITY INSTITUTIONS

Clark Atlanta University
Morgan State University
North Carolina Agricultural and Technical State University
Tuskegee University
University of Puerto Rico – Mayaguez
University of Texas at El Paso / New Mexico State University

MAJORITY INSTITUTIONS

Cornell University
Massachusetts Institute of Technology
Northwestern University
Pennsylvania State University
Princeton University
Renssalaer Polytechnic Institute
Syracuse University
University of California at Berkeley

JSC PEOPLE *Profiles*

There is a wide range of people who work at Johnson Space Center and contribute to the NASA Vision. The following profiles focus on some of the wonderful people who help keep the Center looking great. Please take a moment to read more about these devoted members of the NASA family.

Thornton Lewis

Company: Wackenhut Corporation
Title: Security Officer
Length of time at JSC: 34 years
Hometown: Texas City, Texas

What do you love most about your job? I love the people and the action. I also think that the security team is like a family, and I like working with them. We are all just like a big family.

What do you want people to know about you? I was there when the first Apollo mission landed on the Moon. I was stationed at the door of Mission Control. I made sure that no one got into Mission Control who wasn't officially supposed to be there. It was a huge moment in history for the entire world. I saw it all up on the big screen. It was incredible.

How do you contribute to NASA? I try to make everyone feel good and comfortable when they enter the gates and still do my job as a security officer.

Anything else you want people to know? I will have been married for 30 years in October.

Mervin Overton

Company: Diamond Group
Title: Security Officer
Length of time at JSC: 21 years
Hometown: Greensburg, La.

What do you love most about your job? I love coming out here and making sure people coming into work are happy. A big smile can change a person's whole day.

What do you want people to know about you? I wish people knew I was nice and good to get along with. I also want people who work here to know that there is a lot to see at Johnson Space Center on site that they may not know about. Things like the Saturn V rocket and Moon rocks. Lots of people don't go see those things even though they are right here.

How do you contribute to NASA? I am one of the best officers they have on this job.

Anything else you want people to know? I am single and trying to find the right woman. I am tired of eating Thornton's wife's cooking.

Earl Carmouche

Title: Landscaper, Groundskeeper and Maintenance
Length of time at JSC: One week
Hometown: Houston

What do you love most about your job? Since it is my first week here, I am just excited to be a part of the staff of JSC. I love keeping the grounds up; it's not too hard to do, but it is a challenge.

What do you want people to know about you? I think it is important that people recognize our good work and be thankful of the hard work we do.

How do you contribute to NASA? We do more than just mowing; we are also in charge of animal and pest control too.

Alosia (Louisa) Jones

Company: Sal Esparza, Inc.
Title: Master Gardener
Length of time at JSC: 3 1/2 years
Hometown: Zilliach, Austria

What do you want people to know about you? I educate the gardening staff about organic gardening. I also work with Texas A&M Extension Horticulture Program to learn the latest gardening methods, teach classes and do outreach activities such as talking to the schools about organic gardening.

How do you contribute to NASA? I want JSC to look good. I am concerned about people feeling well. I love and protect the wildlife, and I do not like to use chemicals unless it is an emergency. We are doing more mulching and using the organic materials we obtain from the leaves on site. We are also starting a composting site by using the materials we pick up from site, but the compost pit will take time.

Elva Dozal

Company: Aztec
Title: Custodian Worker
Hometown: I was born in Gral. Bravo. Nuevo Laredo, Mexico. I now live in South Houston.
Length of time at JSC: 5 1/2 years

What do you love most about your job? I love everything I do about my job.

How do you contribute to NASA? I always do everything the best that I can to make sure that the people here at JSC are happy. I am friendly with everyone and, in return, everyone is very nice to me. I like to make everything very clean and sanitary, which helps keep people here healthy.

What do you want people to know about you? I want everyone to speak highly of me and the work I do.

Anything else you want people to know? I like to spend time at home with my children and my boyfriend. I also like to go out and dance.

Aggie Williams

Company: NASA
Title: Freight Rate Specialist for Outbound Shipping
Length of time at JSC: 12 years
Hometown: Bayou Vista, Texas

What do you love most about your job? The job is fast-paced, and the customers and different carriers are fun to work with. It can be hectic, but the job keeps you on your toes.

How do you contribute to NASA? From testing equipment to transporting just about anything.

Silvia Hanagriff

Company: NASA
Title: Traffic Manager and Specialist
Length of time at JSC: 13 years
Hometown: La Porte, Texas

What do you love most about your job? Interacting with the different people in all the different organizations is really interesting.

What do you want people to know about you? We appreciate it when customers give us ample time to process their shipments. We put a lot of effort into each request.

How do you contribute to NASA? We get all items in need of transport from JSC to anywhere else in the world. We ship domestically and internationally.

Anything else you want people to know? We just do our little part of the pie – we are just part of the big picture.

Mervin Overton (left) and Thornton Lewis greet employees as they enter the Center.

Earl Carmouche makes sure the grounds are maintained at JSC.

Louisa Jones does her part to make JSC look great.

Elva Dozal keeps the newsroom clean and shiny.

Silvia Hanagriff (left) and Aggie Williams work as a team in transportation.

SPACE CENTER Roundup

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